

NOV 13 1934



ATLANTIC FISHERMAN

VOL. XV

Registered U. S. Patent Office
NOVEMBER, 1934

NO. 10

The Lives of Fishermen also often Depend Upon Rope

—Use the *ONLY ROPE* that gives you all of these advantages:—

Flexibility, wet or dry

Waterproofed

Rotproof

Non-Kinking

Perfectly Balanced

Extra Strength

Long Service

Modern

Guaranteed—on the Tape-Marker, Instantly Identified

—by red, white and blue marker yarns in rope $\frac{3}{4}$ " in diameter and larger.

ONLY in COLUMBIAN are the combination of all these advantages to be found

COLUMBIAN ROPE COMPANY

AUBURN, "The Cordage City", N. Y.

BRANCHES—

NEW YORK,

CHICAGO,

BOSTON,

NEW ORLEANS

HERE'S POWER *that raises your* EARNING POWER



Our Gloucester representative will be glad to show you a typical installation of this new Type GN. As a six, rated 230 H.P. at 300 r.p.m. As an eight, 400 H.P. at 400 r.p.m. direct reversing. The big feature is the Atmospheric Relief injection system—quieter, cleaner, more reliable. New tie-bolt construction gives greater strength and durability, with lighter weight. Other modern Diesels from 35 to 1200 H. P.

How can a modern Cooper-Bessemer Diesel engine improve your profit opportunities? It's just plain arithmetic.

You make more trips and land more fish... many a fisherman knows this from experience. You spend less money and have more dollars at the end of the season... ask any owner or crew member.

Ask several operating engineers what Diesel is simplest and least expensive to run. After that you'll be sending for the Cooper-Bessemer man.

THE COOPER-BESSEMER CORPORATION

General Diesel Sales Offices:

25 W. 43rd St., New York City

53 Duncan St., Gloucester, Mass.
Hoffar's Ltd., Vancouver, B. C.

505 Esperson Bldg., Houston, Texas

640 E. 61st St., Los Angeles, Calif.
The Pacific Marine Supply Company, Seattle, Washington

Plants: Mount Vernon, Ohio

Grove City, Pennsylvania

Weigh in



WITH THIS
able CREW

**Texaco will help you
to avoid up-keep
costs that eat into profits**

The profits at the end of a trip—or a season—are not always determined by the size of your catch. Sometimes unexpected expenses cut down profits.

One of the surest ways to safeguard against expenses that eat into profits, is to give your engine the fuels and lubricants that have *proved* their ability. The whole crew of Texaco Marine Products are exceptionally able at keeping your engine in first class condition all the time.

And in every port along the coast you will find a Texaco Engineer to help you recruit a crew of Texaco Marine Products and help you weigh in with an extra margin of profit.

THE TEXAS COMPANY
135 East 42nd Street, New York City
Marine Sales Division



TEXACO *marine products*



TEXACO MARINE MOTOR OIL ★ TEXACO WATER PUMP GREASE ★ TEXACO THUBAN ★ TEXACO
CUP GREASE ★ TEXACO OUTBOARD GEAR LUBRICANT ★ TEXACO URSA OILS FOR DIESELS



"They never fail me"

**CAPT. IRA E. ANDERSON, OF FERNANDINA, FLA., FINDS THAT
"EVEREADYS DO THE WORK"**

Fernandina, Florida
July 27, 1934.

National Carbon Co.
30 East 42nd Street
New York City

Gentlemen:

Eveready Hot Shot Batteries are the first part of my equipment aboard my 30 foot shrimp trawler "Maurice K" which I turn to every morning. I use these batteries exclusively for starting my 24 h.p. motor because they are quick and never fail me.

My engine has often stalled on me while I am in the act of making a drag for shrimp, but Eveready batteries have always turned the trick by starting the motor within a few seconds and preventing me from losing any of my catch.

I have been in the shrimp business for several years and have followed the shrimp up and down the Florida and Georgia coasts during which time I have experimented with many batteries with the hope of finding one that would start my motor instantly. I have found this in Eveready Hot Shots.

In making the catch of prawn or shrimp we migrate anywhere we think it is possible to catch shrimp. Today we are in shallow water close to shore and tomorrow perhaps many miles off shore. For this reason we must have a battery that will start our motor instantly — should we stall in a creek, river, or in the broad Atlantic. Eveready does the work.

Very truly yours,

Ira E. Anderson



Capt. Anderson aboard the "Maurice K," his 30-foot shrimp Trawler. Eveready Hot Shot Batteries start its 24 H.P. Lathrop engine within a few seconds. Skipper Anderson says they "never fail."



Use Eveready Hot Shots for ignition on your winch motors and engines. They come in 3 sizes, 6, 7½ and 9 volts. Eveready No. 6 Dry Cells are unsurpassed for lighted buoys, signaling devices and general utility purposes.

NATIONAL CARBON COMPANY, INC.

General Offices: New York, N. Y. • Branches: Chicago, San Francisco

Unit of Union Carbide **UCC** and Carbon Corporation



Always in the foreground

**PLYMOUTH
ROPE**

From every angle, the fishing industry presents a picture with rope always in the foreground. So important is rope to you in its countless uses, that its careful selection is always a matter of foremost importance.

For every rope need in fishing—for net ropes, pot warps, fish traps, trawl lines, as well as for rigging and boat gear you can eliminate danger or uncertainty by standardizing on Plymouth Ship Brand Manila—the foremost choice of the foremost fishermen of America.

Generations of rope users have learned what great strength and length of life they obtained in Plymouth

Rope. Those who looked for reasons *why* have learned that the dependable quality of Plymouth Ship Brand Manila Rope is traditional! An individual sense of pride in product and responsibility for the maintenance of manufacturing standards, company policies and reputation for quality — all combine to produce a rope unsurpassed for maximum strength and dependable service.

Agents in Every Port

PLYMOUTH CORDAGE COMPANY
North Plymouth, Mass. and Welland, Canada

SALES BRANCHES

New York Chicago Boston Cleveland
Baltimore New Orleans San Francisco

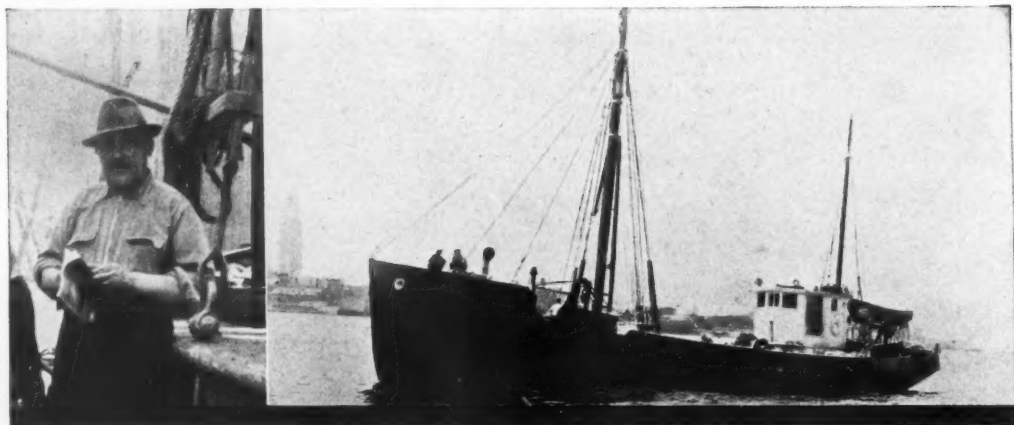
PLYMOUTH

SHIP BRAND MANILA ROPE



THE ROPE YOU CAN TRUST

Low maintenance



cost with an **ATLAS**

THE "Maris Stella" with Capt. Grimus Hakonarson shown above is one of the many vessels of the Gloucester Fleet equipped with Atlas Imperial Marine Diesels. Reliability and dependability are outstanding characteristics of these engines. They operate year in and year out with a very minimum cost for maintenance.

In commenting on his engine's performance agent Tom Norris says: "It is now five years since we installed the 275 H.P. main and 75 H.P. auxiliary, and in all that time we have never had a breakdown on either engine. Our only interruptions have been for the usual annual inspection and overhaul. Our maintenance expense has been at a very minimum."

Our files show scores of similar tributes to the low maintenance cost and reliability of Atlas Imperial Marine

Diesel Engines. Many operators report their maintenance costs average less than \$1.50 per horse-power per year, and these figures include the cost of all replacements necessary to maintain the engine in its original condition.

The first Atlas Imperial Marine Diesel Engine built was installed in the Ferry Boat "Mercer of Seattle", operating on Puget Sound, 18 years ago and today has covered upwards of 400,000 miles on a regular passenger schedule. After all of this service the engine is still operating with three of its original six cylinders, two having just recently been replaced as suitable for further reboring. Crankshafts, connecting rods, and other ma-

major portions of the engine are as good today as when originally built, so that the useful life of Atlas Imperial Diesel Engines may be conservatively estimated as not less than 25 years.



ATLAS DIESEL ENGINE CORPORATION

115 BROAD STREET
NEW YORK

ATLAS IMPERIAL

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Published Monthly at 92 West Central St., Manchester, N. H.

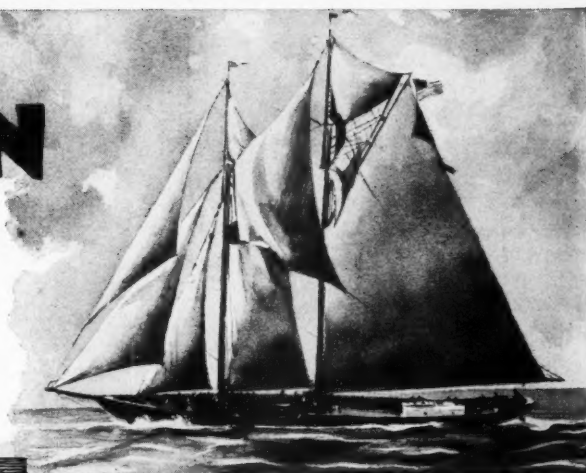
ATLANTIC FISHERMAN, INC., Goffstown, N. H.

P. G. LAMSON, *Publisher and Editor*

10 cents a copy \$1.00 a year In Canada \$1.50

Entered as Second Class Matter February 1925, at the Post Office at Manchester, N. H., under the act of March 3, 1879. Entered as Second Class Matter at the Post Office Department, Ottawa, Can.

Member Audit Bureau of Circulations,
and Associated Business Papers.



VOL. XV

NOVEMBER 1934

NO. 10

The Glorious Oyster

BOLITHO in his "Glorious Oyster" said: "Indeed, oyster eating is almost a certain mark of taste. For I have never met a man of intelligence whose eyes did not grow, and whose face did not take on a sprightly smile, when a plate of oysters was placed before him.

The tale is told of the first Indian to discover the oyster. A funny stone in the water attracted him. He reached for it. It "bit" him, and when he had at length tomahawked his fingers free, he found, upon sucking them, that the flavor of the oyster was a most delicious new taste. And that, no doubt, was the beginning of our oyster industry.

Fact finders have discovered oysters to be rich in vitamins—the whole alphabet of them; also highly supplied with quantities of iodine, protector against goitre; and iron, vitally important in fighting simple anemia. Also they contain a simply digested protein. They are low in calorie content, and, therefore, an admirable addition to a reducing diet.

Oyster recipes are legion, but always welcome to the epicure. Some of the tempting dishes in which this aristocratic seafood obtains perfection are deviled oysters, club house oysters, oysters and spaghetti au gratin, scrambled oysters, oyster stew, sauteed tabasco oysters, scalloped oysters, broiled oysters in the shell, oyster cocktail, fried oysters, oyster pie, etc., ad infinitum.

Why, in spite of all of the admirable qualities of the oyster, has the per capita consumption of oysters steadily decreased, and why do we find that most of the real oyster lovers are among the older people?

Because there are a great many people, especially the younger generation, who have not been taught to appreciate the oyster.

The realization of this fact is behind the effort of the Oyster Growers & Dealers Association to create a future for the oyster industry to which it is justly entitled.

As H. Gordon Sweet, of H. C. Rowe & Co., New Haven, Conn., said in his address, delivered at the joint convention of the Oyster Growers & Dealers Association and the National Shellfisheries Association, last August:

"During the last eight years, business groups which failed to bid actively for a share of the consumer's dollar have been automatically relegated to the sidelines of a great struggle to attract the favorable attention of a fickle and impressionable public. Any confidence in the ability of established products to maintain satisfactory sales volume, with little or no consumer advertising, was a dangerous reliance on the stability of a buying public which was changing its customs at a rate never before seen in any civilization.

"The attention of the consuming public has been directed to citrus fruits; tomato juice, walnuts, duck, ham, milk, macaroni and a hundred other foods to the exclusion of oysters which we would like to see on the menu of every family. Meat packers conduct aggressive advertising on a National scale, in spite of the fact that the housewife keeps meat always in mind and serves it as often as her budget allows.

"Our task is to increase the demand for oysters, and the way to do so is to tell the consuming public what a delicious and important food we have to offer every man, woman and child.

"It is within the power of this Association to produce an advertising campaign that will increase the consumption of oysters from 25% to 50%. Oysters are a delicious, nourishing and wholesome product which ought to be purchased at least once a week by every family. It will not be difficult to bring oysters into the position of National recognition which they deserve.

"When we realize that other advertising campaigns have doubled and tripled the consumption of far less worthy products, it seems that we are justified in facing the present need with prompt and effective action."

The oyster advertising committee is composed of: Howard W. Beach, Frank W. Lawson, H. Gordon Sweet, Benjamin J. Rooks, Royal Toner, J. Richards Nelson, Charles Neubert, Jr., George S. Hiles, George T. Maggioni and William H. Raye.

Nearly 1600 letters have been mailed to oyster producers and dealers outlining the need of, and plan for, an oyster advertising campaign, and enclosing an application blank which pledges the signer to contribute, for a period of three years, a sum equivalent to 1c per gallon container of shucked oysters and 1c per bushel of shell stock.

The following can and package companies will cooperate with the committee in its plan for raising the funds: American Can Co., Chesapeake Can Co., Colonial Can Co., Continental Can Co., Fein's Tin Can Co., Independent Can Co., Le Comte & Co., Metal Package Corp., National Can Co., Philadelphia Can Co., and the Steel & Tin Products Co.

President Howard W. Beach, of the Oyster Growers & Dealers Association, is enthusiastic over the possibilities of greatly improving the condition of the industry through creating a widespread demand for its product, and is confident of the ultimate success of the advertising plan through the cooperation of all the firms in the industry, in this undertaking which will glorify the oyster.

Gloucester

Gill Net Fleet Finds Ready Market for Daily Lifts

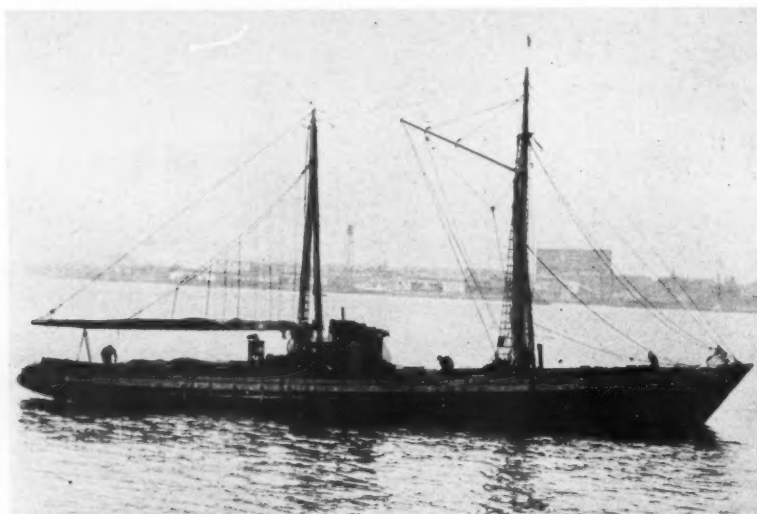
By E. A. Goodick

AS a result of the strike in Boston, the Gloucester fleet of gill netters have had no trouble in marketing their daily lifts, and have been getting better prices than for many months.

Capt. James Parsons, of the gill netter *Elizabeth and James*, made a fine haul of pollock on October 19 when he lifted 23,000 pounds of fish, the largest gill net haul for the past two seasons. Other good catches were made by the gill netters *Virginia and Joan*, *Naomi Bruce II* and *Naomi Bruce III*.

Portland Gill Netters

The Portland gill netters landing their catches at Gloucester



The "Orion", formerly owned by Capt. John A. Dahlmar and skippered by his son Ronald, has been sold to several Italian skippers with the Producers Fish Co. of Gloucester as agents. The "Orion" is 96 ft. long, powered with a Cooper-Bessemer Diesel engine and equipped with Edison batteries. She will go South this Winter with Capt. Alphonse Mineo in command.

this season are the following: *Elizabeth B.*, Capt. Ira Griffin; *Hortense*, Capt. Roy Curtis; *Onward III*, Capt. Arthur Decker; *Pofisco*, Capt. Charles Train; *Dorothy and Ethel*, Capt. Swanee Carlson, and *Wm. W. Clark*, Capt. Elvin Morton. The first four are operated by the Portland Fish Company and land their catches at Jordan's Wharf, Capt. Frank Daggett and his men handling the catches. The *Dorothy and Ethel* lands her fish at the Cape Ann Cold Storage Co. wharf, and her owner, Capt. Harold Paulsen, is acting as a shore hand for this craft. The *Wm. W. Clark* is selling her catches at Joseph Re's establishment on Mellow's Wharf.

Gill Net Receipts at Gloucester During October

<i>Naomi Bruce II</i>	196,000	<i>Mary A.</i>	95,500
<i>Elizabeth and James</i>	178,500	<i>Liboria C.</i>	92,000
<i>Naomi Bruce III</i> ...	168,500	<i>Eliza C. Riggs</i>	80,500
<i>Virginia and Joan</i> ..	155,000	<i>Pofisco</i>	78,900
<i>Edna Fae</i>	114,000	<i>Dorothy and Ethel</i> ..	78,000
<i>Agnes and Myrnie</i> ..	112,500	<i>Elizabeth B.</i>	54,200
<i>Jackie B.</i>	110,500	<i>Hortense</i>	39,500
<i>Phyllis A.</i>	105,000	<i>Onward III</i>	37,600
<i>C. A. Meister</i>	104,400	<i>Virginia and Joan II</i> ..	30,500
<i>Enterprise</i>	102,000	<i>Virginia</i>	16,000
<i>Nashawena</i>	99,500	<i>William W. Clark</i> ...	10,000

Draggers Leave for South

Three of the Portuguese dragging fleet left on October 13 for Portsmouth, Va., to begin their Winter fishing. They are the schooners *Mildred Silva*, Capt. Manuel Silva; *Babe Sears*, Capt. Joseph Sears, and the *A. Piatt Andrew*, Capt. John Silveira. The schooner *Portugal*, Capt. Albino Pereira and the

Evelyn G. Sears, Capt. Anthony Sears, were expected to leave the following day. The *Inca*, Capt. Joe Ciametaro, left on October 26.

New Cooper-Bessemer for "Oretha F. Spinney"

Capt. Carl Olsen, king of the halibut skippers of Gloucester, who, in the schooner *Oretha F. Spinney*, has stocked over \$60,000 since the first of the year, is to have a new engine.

The engine is to be a 180 H.P. Cooper-Bessemer Diesel, sold by Lawrence McEwen of the Gloucester branch, and installation will take place this month. Capt. Olsen and crew will start fishing again by the first of January.

Not Worried Over Purchase of Wisconsin Fish

Although it has been reported that the ERA is going to buy Wisconsin whiting for distribution to Gloucester's needy, the Gloucester fishermen do not seem to be in opposition to the idea. The reason is that the fishermen would not profit at all if the fish were bought at home, because it would be purchased from cold storages or dealers.

The fish that is bought by the Federal Government for its

relief work is purchased at a low figure, a figure which is even lower than the dealers could obtain. And right now, when the strike is on, and there is a scarcity of fish being landed, every pound landed by the fishermen is commanding a price at Boston that is many times what the ERA authorities would be willing to pay for it.

"Wilkinson" Fitted for Tile Fish Trip

At the Atlantic Supply Co. wharf Capt. Ben Pine was busily at work on the 27th making final arrangements for the sailing of the schooner *Frank W. Wilkinson* to New York. The *Wilkinson*, in command of Capt. George Hodsdon, was scheduled to engage in long stringing for tile fish in the waters off New York this Winter, and they expect to make good in this field.

In this style of fishing there is no need for dories, which means that a boat can fish in rough weather as well as calm. The long line is operated right from the deck. This method cuts down the number of men necessary to comprise a crew and also takes a smaller boat. The *Wilkinson* will carry a crew of only 9 men, whereas in trawling nearly 20 men would be necessary.

Gets Big Mackerel Catch

While a fleet of nearly 15 small boats were eagerly looking for signs of mackerel off Cape Ann on October 26, the small seiner *Edith R.*, of Kittery, Maine, with Capt. Carlson in command, struck them in large quantities off the Isles of Shoals, not so many miles away from Cape Ann, and he and his crew scored 19,000 pounds that averaged over a pound each.

Capt. Carlson brought his trip to Gloucester and it was reported that each man received \$287 for the day's work.



The Libby-Burchell plant at Vinalhaven, Maine, now owned and operated by the 40-Fathom Fish Co., division of Bay State Fishing Co. of Boston.

Maine

Now Produces 40 Fathom Fish

By Alfred Elden

THROUGH the efforts of Leslie B. Dyer, who has been working two years to get a fish concern into Vinalhaven, the Bay State Fishing Co., of Boston, has purchased the Libby-Burchell fish plant. This Massachusetts company owns a fleet of 20 trawlers, and operates a large plant in East Boston where it employs over 400 men handling several hundred thousand pounds of fillets a day.

D. H. Dagget is general manager of the Vinalhaven plant; William Gardiner, plant foreman; Wilfred Nickerson, port captain; Thomas Lopaz, plant engineer.

Nearly 100 Vinalhaven men are now employed and a lot of fish has been handled already. The company will buy fish from local and outside boats, and is anxious to get bait to put in cold storage for local trawlers. At present it is filleting and freezing haddock, splitting and salting codfish and other ground fish, and freezing ice, and eventually will manufacture fish meal.

Morse Shipbuilding Corp.

Charles A. Morse recently sold his interest and good will in the firm of C. A. Morse & Son, Thomaston, to Elmus A. Morse of that town and Wilbur J. Morse of Pleasant Point. The firm hereafter will be known as the Morse Boatbuilding Corp.

Both Elmus and Wilbur have had between 30 and 40 years experience in this line. They will carry on the business as

usual, building both fisherman and yacht types. They are capable of building anything from a 10-foot punt to a hundred-foot fisherman.

New Ramsdell Plant Under Construction

Down at Five Kilns in Rockland one of the best sardine plants on the Maine coast is being built for the Ramsdell Packing Co. The wharf, now complete, is 200 ft. long and 96 ft. wide. Work is already under way on the storehouse, and the first of April will see carpenters busy with the factory, which will be a two-story frame building 250 ft. long and 72 ft. wide. The plant will employ 225 persons.

"New Dawn" High Liner

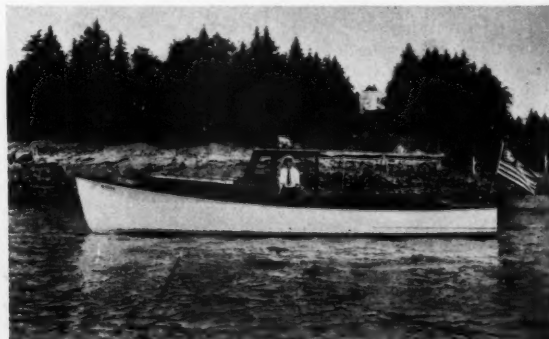
There used to be an old yarn that the *New Dawn* was an unlucky vessel because she did happen to run into a chain of accidents that may befall any fishing vessel. She is now owned by The Harris Co., Portland, and has the honor of being the high liner of the season. On October 24 she brought in 40,000 pounds of ground fish and sold them for \$1,371.10, which gave Captain Levi Eastman and his crew a real break.

New Machines Will Aid Boning Process

Twenty years ago sealers and canners at the sardine factories agreed that there could never be a machine made that would fold two pieces of tin into a tight joint around a sardine can. They were wrong. Hand sealing with solder is "out" and covers lined with rubber gaskets have taken the place of the old practice. Then the boneless herring folks with business of boning, stripping off the golden brown skin and rubbing off the bones—you couldn't do that by machinery and have anything left. But a mechanic now at Portland says he has a series of wheels, springs and gadgets that will take the backbone out of any size herring leaving nothing but the brown, salty meat, and allowing the packer to use the word



The "Hortense", owned by the Portland Fish Company, hauled up at Widgery's Wharf for quite a lot of new woodwork around her rail and stern. She is 39 ft. long and has a 40 H.P. Buda motor. Now gill netting out of Gloucester.



The "Hobo", owned by Capt. Elmer A. Spurling of Cranberry Isles, Maine. She is 35 ft. x 9 ft. x 2 ft. 10 in., and is powered with a 6-72 Gray, giving her a speed of 12 knots. She was built by Chester E. Clement of Southwest Harbor.



Fishing boats "Achilles" and "Njorth" unloading herring at The Port Clyde Fish & Cold Storage Co., Port Clyde, Maine.

"boneless" on his goods, sure that he is right. The inventor says his machine will displace no one, simply make it easier to remove the skins, which his machine does not do.

Sardine Industry "Back on Its Feet"

Commissioner of Agriculture Frank P. Washburn who has just completed a survey of the sardine packing industry, says the industry is "practically back on its feet", after more than 10 years in the doldrums. He says this year's pack will reach over 1,250,000 cases of 100 cans each or a half million increase over last year. On the Maine coast 18 plants hire an average of 250 employees. Competition from the Norwegian plants has kept the industry, once powerful, in difficulties for the last 15 years. Washburn says this year's pack will be the "largest quality pack in more than a decade," and that the sharp upturn in the local industry is due to "improved quality and runs of herring in the proper sizes."

Prosperous Season

At Lubec, the first of November, four factories were still running intermittently, depending on fish receipts, while the local can factory there was still supplying material for the shops at Machiasport, Jonesport, Bass Harbor and Prospect Harbor. These with the local demand from the three Lubec factories kept the loose ends of a prosperous season cleaned up gradually. There are prospects of a sudden halt in November for the factories have been in very nearly steady operation since the beginning of the season. There have been most gratifying orders from all directions so that storage goods are scarce. The opening of the 1935 season is confidently expected to see bare storehouses according to packers in the Quoddy region.

Smoked Fish Plants Still Busy

Despite the fact that the sardine factories have had an excellent season the probability is that the 27 smoked fish plants at Lubec will win out in the end as the most regular provider of employment. Filled with prime stock and with orders coming steadily, the smoked fish plants are hauling in daily large consignments of wooden shooks for branding at the local printshop, making a specialty of that business. Such receipts of "sides" mean bona fide orders.

Some of the Lubec smoking plants have bought this year more than 1,000 hogsheads apiece of large herring. With the 27 plants operating it is safe to say that 10,000 hogsheads have been or will be handled for a total with a value fresh of nearly half a million dollars. Much of this money has gone to the fishermen and boatmen of Grand Manan as fresh herring come in duty free, but there is also a good sized fleet bringing them in from elsewhere. Deer Island has sent a lot and Campobello. The smoking bays are practically all filled. As the fish are smoked and sold, however, the cleared out bays will probably be refilled during the Winter which is expected to be a good one for all concerned in the smoked fish industry.

ERA Wants Clams

The Maine Coast Fisheries, Inc., a part of the ERA now packing fish bought from Maine fishermen, are now in the market for clams. These clams must be shucked, must have

their heads removed and should be shipped in five gallon containers furnished by the ERA. They should be sent to the Portland ERA plant on Custom House Wharf where they are purchased at 80 cents per gallon. The ERA has advised L. Lee Abbott, chairman of the board of selectmen at Bar Harbor, that it needs 400 gallons of shucked clams a day.

Since the Era of Sailing Ships

Nearly 100 years ago the Charles F. Guptill Co., of Portland, forerunner of the present Guptill Corporation, was a source of supply for wooden shipbuilding yards from Nova Scotia to Massachusetts. It was a part owner in ships which traded in all parts of the world, and during the era of sailing ships, it operated several vessels of its own, fishing Georges and Grand Banks.

The business was originally established as Lyman & Marrett, and has developed into one of the largest marine jobbing houses East of Boston. The business has witnessed the advent of the steam trawler, the gasoline powered boats and the Dieselized vessels, all of which it continues to furnish with all necessary supplies.

It has also kept pace with the rapid development of the yachting industry which it is well equipped to serve.

Besides old ships' clews stored in the lofts since the days of the square rigger, there may be found in this establishment the most modern yachting equipment and fishermen's gear.

A. E. Manning, Manager of the Guptill Corporation, has been connected with this Company for 50 years.

C. D. Randall, the President, is also Treasurer of the Portland Yacht Service.

Herbert Payson, Jr., Treasurer, is President of the Portland Yacht Service, and is one of the five members of the Code Authority for the boat builders and repairers of the North Atlantic.

Nathan D. Dyer, who has been connected with the Portland Shipbuilding Co., for 17 years, is a director in both the Guptill Corporation and the Portland Yacht Service.

John B. Payson is Sales Manager.

The Guptill Corporation carries a very complete stock of all types of marine equipment, and is distributor for Columbian rope which the Company has handled for 20 years.

Among other items in its extensive line are Shipmate ranges, Hyde propellers and Pettit paints.

The Guptill Corporation is now demonstrating a new exhaust fan for galleys and engine rooms. It consists of a bucket type fan which effectively exhausts 150 cu. ft. of air per minute, eliminating all undesirable odors.

The Corporation has also perfected a new type, patented trawl roller which greatly facilitates the handling of nets.



The "Totem", one of the best known sardine carriers in Casco Bay. Now owned by The Harris Co. and engaged in carrying fish to the Brawn Co. sardine plant on Deake's Wharf, Portland. Her dimensions are 43 x 13 x 6. She has a Hyde propeller and a Monel Metal shaft, and Eveready batteries. Her skipper is Capt. Manley Dyer of Great Chebeague Island.

Boston

Fish Pier

Resuming Normal Activity

AFTER unsettled labor conditions which had prevailed since the 8th of October, vessels resumed fishing early this month, from 50 to 75% of the vessels going to sea during the first week of the month.

Fish Pier Landings for October

<i>Adventure</i>	138,300	<i>Illinois</i>	56,000
<i>Alpar</i>	51,500	<i>Imperator</i>	60,400
<i>Alvan T. Fuller</i> ..	92,000	<i>Isabelle Parker</i>	79,000
<i>American</i>	50,000	<i>J. M. Marshall</i>	33,000
<i>Amherst</i>	108,000	<i>Joffre</i>	158,500
<i>Andover</i>	121,500	<i>Lark</i>	146,800
<i>Andrew and Rosalie</i>	87,000	<i>Laura Goulart</i>	179,500
<i>Arthur D. Story</i> ...	89,500	<i>Leonora C.</i>	53,000
<i>Boston</i>	203,400	<i>Leretha</i>	58,700
<i>Boston College</i>	132,000	<i>Loon</i>	232,900
<i>Brant</i>	165,000	<i>Magellan</i>	125,000
<i>Breeze</i>	223,000	<i>Marjorie Parker</i>	36,000
<i>Brookline</i>	183,000	<i>Mary De Costa</i>	30,800
<i>Cape Ann</i>	62,600	<i>Mary E. O'Hara</i>	115,000
<i>Comber</i>	147,000	<i>Mary P. Goulart</i> ...	111,500
<i>Coot</i>	69,500	<i>Milton</i>	52,000
<i>Corinthian</i>	58,000	<i>Natalie Hammond</i> ..	97,000
<i>Cormorant</i>	153,500	<i>Newton</i>	77,000
<i>Cornell</i>	66,000	<i>Notre Dame</i>	182,300
<i>Dartmouth</i>	134,000	<i>Olivia Brown</i>	44,200
<i>Dawn</i>	54,800	<i>Oretha F. Spinney</i> ..	73,500
<i>Dorchester</i>	163,500	<i>Paolina</i>	75,200
<i>Ebb</i>	83,000	<i>Penguin</i>	266,600
<i>Edith C. Rose</i>	90,000	<i>Philip P. Manta</i>	31,800
<i>Edith L. Boudreau</i> .	98,000	<i>Princeton</i>	122,000
<i>Elk</i>	93,500	<i>Quincy</i>	169,600
<i>Elva and Estelle</i> ...	66,100	<i>Rainbow</i>	65,500
<i>Elvira Gaspar</i>	173,700	<i>Reliance</i>	31,000
<i>Evelina M. Goulart</i> .	37,000	<i>Rhodora</i>	44,300
<i>Exeter</i>	167,500	<i>Ripple</i>	181,000
<i>Fabia</i>	141,000	<i>Rita B.</i>	82,000
<i>Famiglia</i>	34,000	<i>Ruth Lucille</i>	65,400
<i>Flow</i>	79,000	<i>Saturn</i>	64,000
<i>Foam</i>	141,000	<i>Sea</i>	181,000
<i>Fordham</i>	168,600	<i>Shamrock</i>	90,000
<i>Frances C. Denehy</i> .	152,200	<i>Shawmut</i>	115,100
<i>Funchal</i>	50,500	<i>Spray</i>	150,000
<i>Georgetown</i>	113,900	<i>Tide</i>	215,000
<i>Gertrude de Costa</i> .	146,500	<i>Trimount</i>	72,000
<i>Gertrude L. Thebaud</i>	32,000	<i>Vagabond</i>	80,000
<i>Gertrude M. Fauci</i> .	195,500	<i>Vandal</i>	89,300
<i>Gertrude Parker</i> ...	74,400	<i>Waltham II</i>	87,500
<i>Gossoon</i>	97,000	<i>Whitecap</i>	198,000
<i>Governor Al Smith</i> .	46,900	<i>William J. O'Brien</i> .	116,000
<i>Hekla</i>	193,000	<i>William L. Putnam</i> .	87,000
<i>Helen M.</i>	77,500	<i>Winthrop</i>	139,900
<i>Hesperus</i>	52,000		

During the month of October the following boats which usually land their fares at Boston landed one trip at Gloucester:

<i>Andover</i>	100,000	<i>Gemma</i>	180,000
<i>Cambridge</i>	115,000	<i>Gertrude M. Fauci</i> .	140,000
<i>Corinthian</i>	20,000	<i>Harvard</i>	150,000
<i>Cornell</i>	55,000	<i>Illinois</i>	200,000
<i>Dartmouth</i>	125,000	<i>Kingfisher</i>	116,000
<i>Donald</i>	100,000	<i>Leonora C.</i>	45,000
<i>Exeter</i>	60,000	<i>Maine</i>	180,000
<i>Fabia</i>	30,000	<i>Newton</i>	60,000
<i>Frances C. Denehy</i> ..	100,000	<i>Tern</i>	120,000

The *Notre Dame* landed one fare of 80,000 pounds and another of 170,000.



Capt. Thomas Evans of the "*Cormorant*", owned by the Ocean Trawling Co., Boston.

New O'Brien Trawlers Fishing

The three new trawlers recently built at the Fore River plant of the Bethlehem Shipbuilding Corp. for R. O'Brien & Co. are at sea. The *Thomas Whalen* left November 2; the *Plymouth*, November 6; and the *Atlantic*, November 7.

The *Thomas Whalen* is in command of Capt. Leo Doucette, formerly of the *Gertrude M. Fauci*; the *Plymouth*, Capt. Joseph I. Kemp; and the *Atlantic*, Capt. Carl Ohmsted, formerly of the *Dorchester*.

The other O'Brien boats also are out, the *William J. O'Brien*, *Dorchester*, *Quincy* and *Winthrop*.

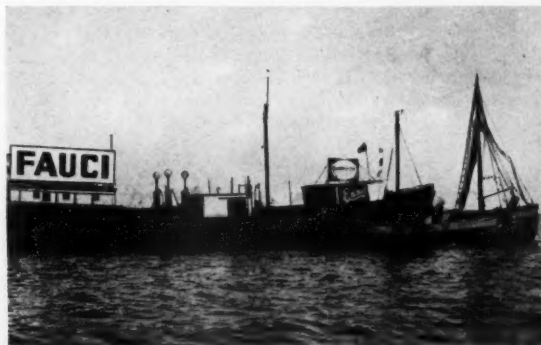
Brings in Rare Fish

Capt. Robertson Giffin, of the schooner *Hesperus*, arrived in Boston last month with two chimera fish, a type of marine animal very rare in these waters. The skipper said he caught them on Brown's bank in about 100 fathoms of water. The fish have big heads, small bodies that are conical in shape and the ones he caught are about 5 and 3 feet long respectively. Science is interested in them, and Capt. Giffin presented them to the U. S. Bureau of Fisheries. The last chimera fish caught in the North Atlantic was four years ago and before that date none had been caught since 1877. Capt. Giffin also had in his fare a two-foot blue dolphin, another rarity.

Crews Get Good Shares

Capt. Joaquim Gaspar and crew in the dragger *Elvira Gaspar*, made plenty of money last month during the strike. They arrived on the 23rd and each man received \$143 for his share for five days' work. On the trip before that each man received \$185 for about the same amount of time at sea.

The beam trawler *Ebb*, of Boston, arrived at the Fish Pier on the 24th with 55,000 pounds of haddock. At that time haddock was selling for 12c to the fishermen, and it was believed the crew would share about \$200 a man.



A Boston fishing boat leaving the Fauci oil tanker "*Mary Lynch*", after taking aboard a supply of Essomarine oils and greases.

Strange Fishing Trip

Capt. Jerome Noble and crew who sailed late in September in the schooner *Marie and Winifred*, certainly had a strange fishing trip. They were prepared to get swordfish or other specimens, and spent part of their time handlining off Scatteri. They used skinned dogfish for bait. The vessel arrived at the Fish Pier on the 26th of last month with two swordfish which brought about 30c a pound, besides 15,000 pounds of fresh cod and 8,000 pounds of salt cod, and cod was paying \$8 per 100 pounds.

Lister for "Patrick J. O'Hara"

A 2-cylinder, 18 H.P., 1000 R.P.M., Lister Diesel has been sold to O'Hara Bros. Co. by Wharf Machine & Electric Co., and installed by them in the trawler *Patrick J. O'Hara*. The engine has a 4½ inch bore, 5½ inch stroke, and will be used to drive a 10 K.W. generator.

New Engine for "Flow"

The trawler *Flow*, of the 40-Fathom fleet, was at the Atlantic Works for the installation of a regular heavy duty type Nelseco Diesel engine, 6 cylinder, 550 H.P., 260 R.P.M., 15 inch bore, 21 inch stroke. The installation was expected to be completed by November 7th.

Naval Architect on Pier

Wm. B. Harty, consulting engineer and naval architect, has

Maryland

Outlines New Policy For Bettering Oyster Industry

By Edward Bowdoin

LAST month Governor Albert C. Ritchie outlined a new sea food policy for the State of Maryland which he believes offers the greatest assurance of success and embodies the best thought and recommendations of those engaged in the industry.

The plan in brief is that as soon as possible about 3,000,000 bushels of seed oysters which grow annually at the head of the Chesapeake Bay, should be removed to a place where they can grow and not be destroyed by the freshets which occur at the head of the Bay.

It is believed that this amount of seed oysters plus the oysters on the bottoms now should yield an annual production of about 5,000,000 bushels which would replenish the industry.

New Packing Houses

That optimism is the keynote on the Eastern Shore of Maryland, however, is evidenced by the fact that several new and modern packing houses have been built in Crisfield this Fall and have begun operation on a large scale. W. P. Hickman & Co., Wm. H. Dryden & Co., Herman Hickman, and Geo. A. Christy Co., have built new packing houses, and they are equipped with all the latest and most modern equipment.

Oysters Plentiful in Chesapeake Tributaries

Oysters are reported plentiful in the Patuxent and Potomac rivers, also in the Pocomoke Sound, tributaries of the Chesapeake. The state planted young growth in the Pocomoke three years ago and they are now of marketable size.

October Good Month for Crab Catchers

An increasing demand in the blue crab industry kept catchers and pickers at work daily during October. More crabs were caught during that month than during some of the Summer months, an unusual occurrence.



The "Donald" of Boston, Capt. Bradford Amirault. She is 100 x 22 x 10 and is powered with a 275 H.P. Atlas Diesel.

established consulting hours on the Boston Fish Pier at the Sail Loft. Hours are from 9 a.m. to noon, Monday and Friday; other times by appointment. The home office in Dedham will be continued.

New Battery Equipment

New Willard batteries have been installed on three General Seafoods trawlers, the *Cornell*, *Amherst* and *Dartmouth*. The equipment consists of 15 sets of four cells each, type KTWS 114. The batteries are charged by a Colo Diesel driving a 5 K.W. generator.

Lobster Fishermen's Meeting

The fourth annual meeting and dinner of the Massachusetts Lobster Fishermen's Association will be held Wednesday evening, November 14 at 7 P.M., in the Ritz-Plaza Hall, 218 Huntington Avenue, Boston.

Officers for the ensuing year will be elected, and the code and other matters of importance will be discussed.

The present officers of the Association are: Ernest J. Dean, President; Pearl C. King, Vice-President; Clifford Vallier, Executive Secretary; Walter P. Vinal, Secretary; Russell E. Harlow, Treasurer.

Capt. Armistead of Virginia May Be "High Hooker" Again

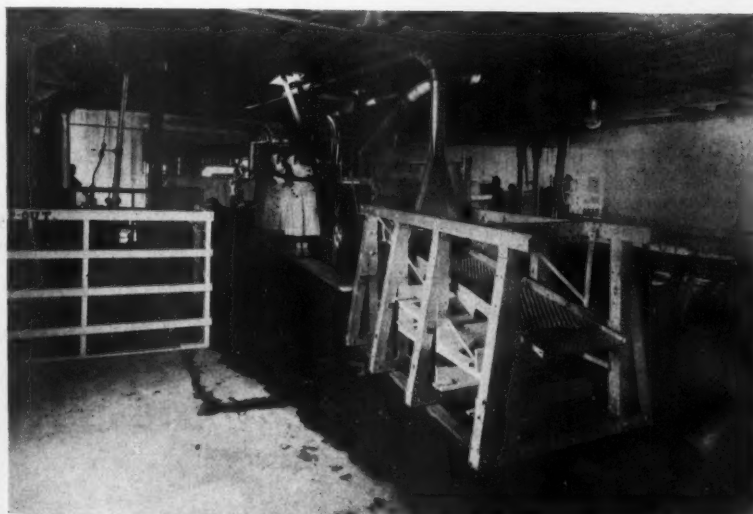
CAPTAIN Harry Armistead, of New Point, skipper of the fish steamer, *A. Brooke Taylor*, of the Menhaden Products Co., Whitestone, is well on the way to again gathering in the honor of being the top hooker of his fleet, having already landed more than 11 million fish this season. Last year he came out at the top of the heap of fishing skippers with a catch of more than 9 million.

Captain Armistead fishes anywhere between New York and North Carolina where he can find the fish and favorable fishing weather. With him on the boat are Berry Knight, pilot and Emmett Handy, mate, both Mathews County men. The boat fishes for the factory at Whitestone, now owned by the Colonna Brothers, but formerly known as the Taft Factory.

Armstrong Sees Good Prospects for Oystermen

Commissioner of Fisheries Richard Armstrong said upon his return from a three-day inspection tour of the more important Virginia oyster grounds that prospects for the oyster season recently opened seem to be decidedly better than last year.

View in the plant of the Kuluz Brothers Packing Co., Biloxi, Miss. American Can Company cans are used in this plant. Two of the Kuluz well-known boats are the "Dante" and "Indian Girl".



View in plant of Sea Coast Packing Co., Biloxi, Miss. Kalamazoo parchment paper is used in this plant. The Sea Coast Company owns and operates a fleet of 20 boats and has under contract the production of a large number of independent boats.

Eighteen Boats Supply the Houma Fish & Oyster Co.

EIGHTEEN boats supply the Houma Fish & Oyster Company of Houma, Louisiana, with tons of oysters and fish every week, the following six being on regular schedule: *J. L. Defelice*, Capt. J. L. Defelice; *Junior N.*, Capt. Neal Henry; *Brunella*, Capt. Sidney Scott; *Young Joseph*, Capt. John Scott; *Southland*, Capt. Adam Belanger, and *Leona C.*, Capt. E. Cunningham.

The Houma Fish & Oyster Company is extensively engaged in various branches of the seafood industry. Its six motor trucks daily contact near-by points from which large catches of both fresh and salt water fish are rushed to the plant, dressed, iced and sent to market. This Company has at times averaged 100,000 pounds monthly.

The major activity of the Company, however, is in its shipping of fresh oysters. During the season, which comprises eight months out of the twelve, 14 shuckers are required in the process of removing the oysters from the shell.

The equipment of the plant, which is thoroughly modern, includes a Monel Metal strainer.

The Company now averages to ship 1,000 gallons of oysters weekly.

In the Spring and Fall they are busy canning shrimp, and they pack fish the year round.

"Peter Cassano" Loads 200 Barrels of Oysters a Day

THE "Peter Cassano", Capt. Ulysses Eymard, operated by the Lake Oyster & Fish Company of Houma, Louisiana, is an oyster dredge, built with a 25 ft. basket lift on either side, which is run by the boat's motor. When one basket is raised, the other is lowered. Two hundred barrels can thus be loaded in a full day, one-half barrel being lifted at each raising.

The Lake Oyster & Fish Company operates five other boats in its oyster fleet—the *Pal*, Capt. Pete Foret; *T. E.*, Capt. Theo. Engeron; *Peerless*, Capt. Leonce Voisin; *Martha May*, Capt. Caliste LeBouf, and *Vivian*, Capt. Leonce Voisin.

Twenty-three shuckers are employed to open the 150 barrels of fresh oysters which are sold daily, these being packed in tin containers from pint to 5-gallon capacity. Seventy-five percent of the entire production is sold in one-gallon cans.

The *Two Brothers*, captained by Adam Lapeyrouse, and the *Elmer P.*, with Emile Picou as captain, are used by the Lake Oyster & Fish Company to contact shrimp trawlers and convey the catch to their plant.

Here an average of 135 barrels are canned daily during the season, with 275 workmen employed in the operation. The American Can Company supplies the enamel lined sanitary cans used.



In the plant of J. & J. W. Ellsworth Co. Monel Metal salt water washers and skimmer. The paddle lying on top of the rear tank, and used for stirring, is made of Monel Metal.

Oyster Boats and Plants Kept Scrupulously Clean

OYSTERS are one of the most carefully handled products of any industry, and oystermen exercise the closest supervision over conditions under which they are harvested and prepared for market.

High sanitary conditions are maintained on board the boats, and through all the handling operations.

At the plant of the J. & J. W. Ellsworth Company, at Greenport, Long Island, the bivalves are unloaded from the boats into funnel shaped hoppers leading to the openers' bench. After opening, the oysters are collected in Monel Metal pails and carried to the salt water washers. These also are made of Monel Metal and are built with a perforated, false bottom through which compressed air is passed to agitate the oysters and shake loose any dirt. From the washers the oysters are sent to a Monel Metal skimming table, where pieces of remaining shell are removed and where the oysters are given another salt water rinsing. Next, the oysters are sent to the sorting table, where they are graded as to size, and then are taken to the packing room. They are packed in both tin and cardboard containers.

Since the oysters are perishable, even in their containers, they must be kept refrigerated at all times. Before shipping they are stored in electric refrigerators and are iced when shipped.

At the Ellsworth plant all pieces of equipment coming into contact with the oysters are made of Monel Metal—with the exception of the opening knives. The smooth, hard surface of the metal is exceptionally easy to clean and keep free of impurities and does not corrode—an ever present menace of contamination where less corrosion resistant materials are used. Furthermore the fact that only salt water is used in washing operations increases the corrosion problem. Fresh water is avoided because it bloats the oysters and impairs their natural salt water flavor. As a further precaution, all utensils, knives, and other equipment, except those fixed in place like the washers, are placed in a steam sterilizer after the end of the day's work and held there overnight. Throughout the plant, which is typical of other modern oyster canneries, a hospital-like cleanliness is maintained at all times and all interior surfaces are covered with white paint.

Connecticut Scallopers Making Money

A GREAT amount of money has been made since the big run of scallops started on the Niantic river and bay about a month or more ago. Some say that at least \$5,000 worth of scallops have been taken from the river in that time. These are, of course, the little fluted bay scallops and not the big smooth shell sea scallops that most of us are acquainted with. Scallops have been selling from 75c to \$1.25 per bushel for unopened scallops, and opened ones have been bringing as high as \$1 per quart. However, the river and bay have been pretty well cleaned out and the "critters" are getting pretty scarce. In one day 800 bushels of unopened scallops were shipped to Providence, New Haven and New York. They have not been so plentiful in 60 years.

Post Shipyard Busy

The yard of Franklin G. Post & Son, Inc., of Mystic, has been a mighty busy place of late.

The eighty foot workboat hull which was built by the Post yard some time ago has been sold to Dr. Hill F. Warren of New London who has been fitting her out for dragging after installing a 120 H.P. Atlas Imperial Diesel motor. The hull is similar in model to the 110 ft. C.G. boats.



These Monel Metal chutes, washers and conveyors have been in service for 13 years in the plant of the North Atlantic Oyster Farms, Inc., South Norwalk, Conn.

The seine fishing boat "Alma Bell", the largest boat in the Wildwood, N. J., fleet owned by Capt. P. Munson, powered with a Bolinders Diesel. New fuel tanks have been installed, the rigging cut down, and she will be used for dragging during the Winter.



New Jersey Boat "Paramount" Rescued 76 Persons

THE valor and excellent seamanship of commercial fishermen, long known to followers of the sea, was brought dramatically to the attention of the general public at the time of the *Morro Castle* disaster.

Outstanding among the rescues performed by various craft at the time of the disastrous fire on the *Ward Liner* was the work of Captain John Bogan and his crew of the fishing boat *Paramount*, which sails out of Manasquan, New Jersey.

Captain Bogan took his craft through heavy seas to the stricken *Morro Castle* and through excellent seamanship and heroic work was able to rescue 76 persons.

The *Paramount* was Essomarine fueled. She has a Fairbanks-Morse 60 H.P. Diesel engine, double acting fire pump, auxiliary compressor and anchor hoist. She is equipped with a Hyde propeller, 2½ in. Monel Metal shaft, Exide batteries and Plymouth rope.

Grant of \$12,000 Made to Aid Oyster Industry

To aid in improvement of the New Jersey oyster industry, the State House Commission has made a grant of \$12,000 from the emergency fund. The money will be used by the state department of health in supervising floating of bivalves.



F. N. Terrell's fish market and Texaco marine service station at Greenport, L. I.

Long Island Fishermen's Protective Elects Munkelwitz President

THE Long Island Fishermen's Protective Association held a series of group meetings during September at Mattituck, Baldwin, Riverhead, Greenport, Hampton Bays and Amagansett. At the annual meeting held last month the following officers were elected: Edmund Munkelwitz, Sayville, President; Marinus Slager, West Sayville, Vice-President; Charles Suydam, Islip, Secretary; Bernard Westerbeke, West Sayville, Treasurer. The directors are Lyle Tuthill, Orient; John Griek, West Sayville; Robert Doozee, Freeport, and Peter De Roo, West Sayville. Alfred Tucker is Manager.

Blues Run Through Entire Season

The trap fishermen of East Marion are still finding bluefish in their traps. The shipments of blues into the market in large quantities still continued late last month.

R. W. Sterling, S. Edgar Tuthill, L. Allen, L. Heckman and C. P. Tuthill of Cutchogue reported going out for a few hours last month and brought in fifty large bluefish.

Scallops

The scallop season started off fairly. Bug scallops are reported plentiful which means that next season's catch will be better.

30-Lb. Lobster

Lobsters have been scarcer this season than for several, but at least one lobsterman was fortunate. Tom Kennedy brought ashore from the deep-sea fishing boat *Thomas Tomasson* of West Sayville, a lobster weighing 30 pounds. The lobster was netted 30 miles Southeast of the Fire Island Lightship while Mr. Kennedy was trawling for bluefish.

Sand Shark Is Landed

Capt. Linwood Simmens, off Montauk, with a party of men in pursuit of porgies, caught a sand shark with rod and reel and light line, weighing 150 pounds and about seven feet long.

New Diesels in Oyster Boats

Lester & Toner, Inc., of Greenport, have recently had three oyster boats equipped with new Wolverine Diesels. The *McDonagh* has been equipped with a 135 H.P. 4-cycle, 4-cylinder, the *George T.* with a 75 H.P. 4-cycle, 3-cylinder, and the *Richmond* with a 50-60 H.P. 4-cylinder, 2-cycle.

Charlotte, N. B. Has New Lobster Regulations

By C. A. Dixon

JOHN F. Calder, supervisor of fisheries for the Southern New Brunswick district, announced October 25th that changes in the lobster regulations for Charlotte County had been made and that under the new regulations a maximum-size limit of four and three-quarters inches (carapace) measurement had been established for all parts of the county. The fishing season will remain the same as heretofore for all parts of the County. At Grand Manan the minimum limit will be three and one-half inches carapace measurement, as at present, but in all other parts of the County the minimum size limit will be three and one-sixteenth inches carapace measurement, the same as in the County of Saint John adjacent to Charlotte.

The regulation will provide for the liberation of the big breeders—lobsters of thirteen and one-half inches or more in length, the same as is being done in Maine. If any lobsters are caught of the size mentioned they must be put back into the sea, the new regulation making their retention illegal.

The announcement was received throughout the County of Charlotte with mixed feelings, as some favor the new law, and many others see in it the beginning of more trouble for the fishermen, and the gradual wiping out of the industry through the taking of "shorts" or tiny lobsters at all places except at Grand Manan.

Time alone will tell which theory is the right one, as fishermen consider it will take at least three years to show results. A number of men are strongly opposed to the taking of small lobsters, and they think it would have been far more beneficial to the industry to have instituted an absolutely rigid enforcement of regulations from Point Lepreau to Maine, and to have kept the 10½ inch minimum size measurement intact.

Good Price for Pollock

Pollock struck in Quoddy River about the middle of last month and since then fishermen have been getting fares ranging from ten to thirty and forty fish some days. It was thought for some time that the usual month for catching Fall fish would prove a "flake", and the pollock fishing would be a total failure but such was not the case.

There has been quite a large fleet of boats fishing in Quoddy River and buyers are paying a good price for the fish in the fresh state. H. Jackson & Co., of Wilson's Beach, Matthews Bros., and other dealers are buying pollock in both the fresh and cured state.

Manufacturing Oil from Pollock Livers

Matthews Bros., conducted by Herman Matthews, senior member of the firm, and E. Harold Matthews, junior member, are purchasing quantities of fresh livers from pollock fishermen, and are manufacturing a very fine grade of medicine oil in their modern and sanitary plant which has recently been fitted up with new containers and other equipment. Pollock are caught so near the fish stand premises at Wilson's Beach, the fishing grounds being located within a few minutes' run from home, that the fish actually are flipping, in many instances when brought to port.

Charlotte County Fishermen May Join Association

At the present time the fishermen of Charlotte County, N. B., have not been organized and although this County is one of the most important fishing counties in the Maritime Provinces, and the Maritime Fishermen's Association would be greatly strengthened by the inclusion of fishermen's unions from Southern New Brunswick, nothing definite has been done to bring about the desired organization and affiliation. It is predicted, however, that Charlotte County will eventually come into the fold. Fishermen are commencing to realize that without proper organization nothing much can be accomplished in further developing the industry.

Lunenburg Offshore Fresh Fishing Fleet Largest in History

By H. R. Arenburg

WITH the coming of engine equipped vessels, the Winter fishing industry has developed to such an extent that the Lunenburg offshore fresh fishing fleet will be the largest this year that it has been in its history. About twenty vessels are now operating in comparison with fourteen last Winter and if the fresh fishing industry keeps growing it will eventually become more important than salt fishing. Lunenburg Sea Products, Limited, since its organization, has employed a fleet of fresh fishing vessels the year round, and they will have eight operating this Winter, and will use the entire output at their plant. Facilitating the operation of their vessels is their wireless telephone system. Adams & Knickle have recently outfitted three vessels. These will land their fish at Halifax, together with a number of vessels that have been fitted out by Zwicker & Company, Limited. Acadian Supplies, Limited, and Robin, Jones and Whitman, Limited, have vessels landing their catches at the cold storage plant at Lockeport. The vessels employ a considerable number of men.

New Schooner Added to Fishing Fleet

A fine new schooner was added to Lunenburg's fish fleet when the *E. F. Zwicker* was launched from the shipyards of Smith & Rhuland. As she left the ways she was christened by Mrs. William Deal, wife of the captain, and was named after the head of the firm of Zwicker & Company, Limited, where she will outfit. The vessel will be commanded by Captain William Deal, a well known and successful fishing skipper, and has the following dimensions: 141 feet 6 inches overall, 27 feet beam, 9 feet 3 inches depth of hold.

Keel Laid for Another Schooner

The keel for a new schooner for Captain Walter Crouse has been laid in the shipyards of Smith & Rhuland. This is the third vessel built in these shipyards this season and the new craft will be an auxiliary schooner and will fit out with the firm of W. C. Smith & Company, Limited.

"Bluenose" Welcomed Back to Lunenburg

After an absence of nearly a year and a half the schooner *Bluenose*, Queen of the North Atlantic fishing fleet, dropped anchor in her home port to the accompaniment of whistles and horns of all kinds blowing a welcome to Lunenburg's pride.

Lunenburg New Schooner Seeks New Markets

Sufficient and accessible markets are the solution of the fishermen's problems.

In the van of the Lunenburg fleet is Capt. O. C. "Ernie" Mossman, who, although a native of Lunenburg, makes his home in Halifax.

Capt. Mossman has just had built a fine auxiliary schooner named *Marjorie and Dorothy*. Next Spring he is going to sail her halibuting and land his catches in England, where he is assured a price of 24c a pound.

George Rhuland, of Smith & Rhuland, builders, designed the schooner which is 139½ ft. long, 11½ ft. depth and 28 ft. beam. Her gross tonnage is 168 and net tonnage 88. Eleven double dories are carried, and the crew numbers 25. Lorne Ritcey of Riverport is the engineer.

The new vessel has a 300 H.P. Fairbanks-Morse full Diesel engine installed by the Lunenburg Foundry Co. under the supervision of William Van Rooy, Fairbanks-Morse installation expert. The engine was sold by Capt. R. W. Horton, Lunenburg representative of the Fairbanks-Morse Halifax office, of which R. W. Graham is manager.

Among other items of equipment are Edison storage batteries and a Gould's centrifugal pump for washing down fish.

Digby Scallop Fleet Numbers at Least Fifty

By J. F. Hillman

THE Digby-Annapolis scallop fleet, numbering at least fifty vessels, began operations on October 16 and opened the season with splendid catches for many of the boats. There is every indication that this season will see one of the largest fleets in the history of the scallop fishing industry of Nova Scotia.

This industry, now ranking among the foremost in Digby County, employs over 200 men for a period extending over several months.

The steady progress of the scallop fishery has been reflected in the boat building industry of both Digby and Annapolis Counties, where new boats are launched every season.

New Boats

Capt. G. M. Morrell of Digby, who got into the game last year with one boat, the *Finback*, will have three on the grounds this season. The *Sonata*, launched a few weeks ago is 17 tons, and will be operated by Capt. Harold Halliday and a crew of three men. The other new boat is the *Sypher M.*, 13 tons register, and will be operated by Capt. George King. The *Finback*, after being put in repair and improved upon, will be operated by Capt. Mansfield Burnham.

Three new boats from Annapolis will be operated by Capt. Bernard Longmire and his two sons.

Scallops have been fairly plentiful since the opening of the season and with ordinary luck there should be a most profitable showing.

Ice Crushing Plant Installed at Yarmouth

A matter of great interest to the fishermen, not only of Nova Scotia but also of Gloucester and other United States fishing ports is the establishment of an ice crushing plant at Baker's Wharf, to enable the Yarmouth ice firm of R. S. Corning to supply crushed ice to fishing vessels. This port has for some time been faced with a demand for crushed ice for the icing of fishing vessels and the plant mentioned has been constructed to enable local dealers to take care of this demand.

The equipment is a Creasey Ice Breaker, and is powered by electric motors, with a capacity of 14 tons per hour. The equipment is so arranged that the ice may be fed into the crushing hopper and discharged directly into the vessel at the head of the pier, through an arrangement of chutes.

There is a 3 K.W. generator running off the tailshaft, and a 1½ K.W. generator belt driven from the auxiliary engine.

On her trials the *Marjorie and Dorothy* made a speed of 11.8 knots, and her cruising speed is 10 knots.

Capt. Mossman has sailed in the Lunenburg fleet since a boy. Graduated from the school of hard knocks, he is now managing owner of the finest and newest fishing vessel in Nova Scotia, costing \$32,000 to build.

For the past 12 years he has sailed the *John H. MacKay*, his first command, and the *MacKay* has been consistently among the high liners of the Lunenburg fleet.

Three times already has Capt. Mossman pioneered successfully new ventures in the Nova Scotia fishing industry. Eight years ago the *MacKay* made history by being the first Lunenburg vessel to prosecute the Newfoundland halibut fishery, and three years later pioneered the Greenland salt fishery. In the Winter of 1928 the *MacKay* and several other vessels remained fishing all Winter out of Halifax, proving for the first time that this could be done.

The *Marjorie and Dorothy*, after outfitting in Lunenburg, went to Halifax to have her compass adjusted, and sailed on October 26 on her maiden voyage to the fishing banks. The vessel is named after her skipper's two daughters.

Maritime Fishermen Interested in Cooperative Groups

By M. Ryan

ONE of the most alluring aspects of the 5th annual convention of the United Maritime Fishermen's Association, held in Charlottetown, P. E. I., October 17-18, was the apparently increased interest manifested in co-operative groups. So much had this newest trend of shore fishermen to better themselves captivated the assembly that a resolution was passed requesting financial aid for fishermen in organizing groups who want to carry on business for themselves, from the Government of Canada. Sixty-five delegates representing 40,000 fishermen attended the convention.

President Hanlon Re-elected

Alfred Hanlon, of Canso, was re-elected President to serve his fourth term. Associated with the organization since its formation, Mr. Hanlon has always taken an active part in any movement for the good of producing fishermen. He is regarded as an expert on affairs relating to shore fishermen, and the right man for the position he has held with such success.

Fisheries Officials Present

The interest of the Department of Fisheries in the convention was strikingly demonstrated by the presence of its leading officials in the Maritimes. These included D. H. Sutherland, Chief Supervisor of Fisheries, Eastern Division; Dr. D. B. Finn, Director of the Fisheries Experimental Station at Halifax, and others. A. B. MacDonald of the Extension Department of St. Francis Xavier University, and one of the founders of the co-operative movement which has gained such a stronghold, was present and addressed the convention. R. J. McSweeney, of Antigonish, represented the Nova Scotia Marketing Board.

Lobster Industry Discussed

Matters affecting the lobster industry occupied a large part of the discussions. The convention favored an extension of the present government-subsidized lobster service to New England markets, stressing the necessity of new services for the Magdalen Islands and the Inverness shore.

Request Federal Loans

One means of hastening return of prosperity to the fisheries advocated was by bonusing. The convention requested a bonus from either the Federal or Provincial Government or both of 25 cents per hundredweight on all hake landed by shore fishermen. A bonus of this nature was instituted by the New Brunswick Government last year. The delegates favored the establishment also of a minimum price of two cents a pound on all cod and haddock caught on hook and line.

The Beam Trawler

Lapse of a year had not changed their attitude toward the beam trawler, and again a resolution urged the abolition of the beam trawler by the Government.

Inquiry Follows Regular Meeting

Eleven members were appointed to go before the Royal Commission on Price Spreads and Mass Buying at Ottawa to present the case of the shore fishermen. On the day following the close of the convention these delegates conferred in Charlottetown with L. W. Fraser, Halifax barrister, who recently conducted an inquiry into the fishing industry for the Royal Commission. The Nova Scotian delegates included President Alfred Hanlon, of the United Maritime Fishermen and Captain Roland Knickle, of Lunenburg. The conference was private. Among the fishermen present were L. V. Bailey, Westport, Digby County; Norman Sallows, Port Maitland; B. L. Wilcox, Louisburg; B. McInerney, Halifax; Fletcher Harvey, Grand Manan Island; Emery Matthews, Campobello Island; Arthur M. Haney, Deer Island; Pius Cheverie, Souris; Napoleon Arsenaault, Mount Carmel.

Vineyard "Snowed Under" By Return of Bluefish

By J. C. Allen

FALL is aboard us, and never did it appear less like that season at this time of year. True, we had our first snowflakes before the fifteenth of the month, good, big, fluffy snowflakes that looked like business, but which lasted about as long as they would have in Fiddlers Green. And then the Summer returned.

As the Wheelhouse Loafer pens these lines, the trees hang full of foliage, untouched by frost as yet although it is beginning to look rather shopworn and second hand as you might say.

Squiteague and Blues

During the past month the fishing has been unusually good in most lines. The traps, which have had no season at all, picked up a few dollars worth of this and that every day, but what really encouraged these lads was the appearance of the squiteague. Every day anywhere from six to sixteen sea-trout were in the twine. This hasn't happened before since Bill Bryan ran for President and it is looked upon as the finest indication that next season will see the school with us.

Blues

The return of the blues occurred in a similar manner and now look at us! Snowed under, by the Great Hookblock, with the fish getting thicker every day. And that's no blasted exaggeration, for they have mopped 'em up through the whole month of October, hand-line, drails, beach-lines, rod and reel and seines, or gill-nets, one or the other. And the price has held up fine too.

Plenty of Lobsters

We have to report the unprecedented return of the lobsters after all hands had predicted their complete extermination and some of the gang had practically gone out of business. Whether this means anything or not, remains to be seen, but the gang who kept their gear in late, mopped up an ungodly amount of lobsters off to the West'erd of the Vineyard. The fluke-tailed lads from Cuttyhunk and the Westport fleet, came in day after day with catches that had to be measured out in half-acre pens. The price held up well too, because a Winter shortage has been predicted and most of these went into the cars to be bailed out later.

Otter-Trawling

The Fall otter-trawling is right up to the mark, which means that it takes a small fortune to pay the running expenses, but somehow or other the boys manage to scrape it up with a few dollars extra to take home to the folks. Honestly, no one can even guess where the fish come from that supply the groundfish market, when the cost of production is considered in this enlightened, but thumb-hand-sided age,

and the fact is considered that a fisherman manages to meet that cost and live, somehow, on top of that. And then after all that has been figured out and deliberated upon, take a sight at the other end, and balance one column with the other where it requires a thousand pounds of yellowtails to buy a pair of rubber boots! Not always, maybe, but often. Believe us, there are still some fish in the ocean.

Locally, during all seasons, our sea-skimmers depend more upon the blackback and flukes to bring in the heavy sugar and just pick up the yellows when there is nothing else to pick. At that, there are months in Winter when they don't get much of anything else. But this year, and especially during the past month, the percentage of flukes and blackbacks has been far greater than we have seen it for some seasons, and those fish mean cash on hand in any American language.

Still Catching Swordfish

This report would not be complete without some mention of the swordfish which apparently have forgotten all about what month it is. There has been no day up to the twentieth of the month, when boats could cruise, that has not seen the capture of anywhere from one to four or five fish inshore.

It is the usual thing for a scattering one or two to be picked up, but when a lobster boat gets two or three in a day around here in October, it's not usual at all, or anyway, hasn't been during the Loafer's administration.

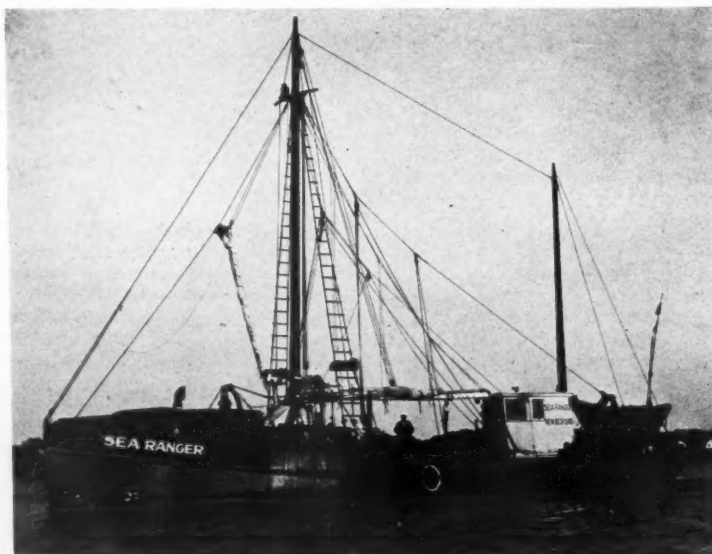
Scallop Season

The scallop season opened here, as we announced, and likewise, as we predicted, the catch proves to be light. The scallops run to medium and small sizes in various spots, only a few places showing up with a good, large scallop. But the seed is most plentiful, harbors and bays being alive with tiny scallops running from the size of a nickel up to a silver dollar. Somewhere in the neighborhood of

130 men turned out on the opening day and all got their limit then and for several days thereafter. Other beds have been opened since, and this has kept the business up more or less. But the price has gone sky-hooting up the ratlines, four berries being necessary on this fair day of our Lord to purchase one gallon of eyes off the horny-handed son of toil who shucked them. And that won't buy any first grade scallop, for size, either.

We have always claimed, in the face of contradiction and even threats of bodily harm, that the price of scallops was not affected by sea-scallops, or vice versa. We don't pretend to know why one does not affect the other, in fact we would suppose that it must, but we claim positive proof that our stand is right in the market report of the week of October 10th, when bay scallops sold for \$3.75 and \$4.00, locally, \$4.00 in Boston, and \$4.50 to \$5.00 in New York, and sea-scallops jumped, just locally, from \$1.75, which was a rise from the week previous to \$2.25 a gallon.

With this little shot at the cockeyed compilers of vital statistics, we will wind up our report with the confident utterance that there is a Santa Claus in spite of hell and high water, and this is the year that he is due to slide down every galley-stack between Hatteras and Halifax!



The "Sea Ranger", of New Bedford, Mass. She is 86 x 19 x 10, and is powered with a 150 H.P. 6-cylinder Four-Cycle Wolverine Diesel engine, 8½ x 12½ in. bore and stroke, and is equipped with a 54 in. diameter Hyde propeller.

**FOR NEARLY 100 YEARS THE "BUY" WORD AMONG FISHERMEN
AND STILL THE LEADER**



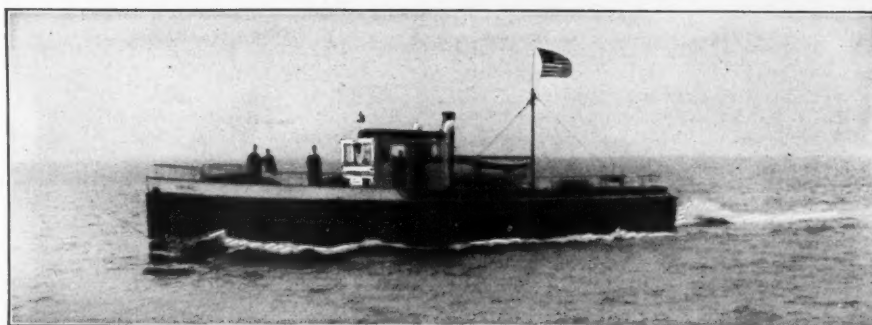
NEW BEDFORD CORDAGE CO.
ESTABLISHED 1842

GENERAL OFFICES, 233 BROADWAY, NEW YORK
MILLS, NEW BEDFORD, MASS.

BOSTON OFFICE, 10 HIGH ST.

CHICAGO OFFICE, 230 W. HURON ST.

WOLVERINE



Party Fishing Boat "VIKING" of Amagansett, L. I., N. Y.
75 ft. x 13 ft. 8 in. x draft about 5 ft.—Speed 12 knots
100 H. P. 4-cylinder 4-cycle "WOLVERINE-DIESEL" Engine

**Positively Reliable, Simple
in Operation, and Cheap
in Maintenance.**

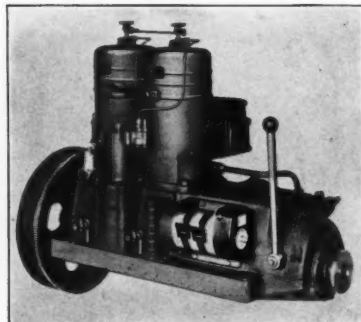
These are the features that appeal
to the fisherman and
The "WOLVERINE" has them all.

Write us for
Catalog No. 135 and Proposal

Wolverine Motor Works, Inc.
No. 1 Union Avenue Bridgeport, Conn.



The "We Two", owned by Berg & Johnson of Wildwood, New Jersey, powered with a 50 h.p. W-7 Bolinders engine installed by Anderson's Machine Shop.



This is the 50 h.p. Two Cylinder Bolinders—a motor for the smaller craft. It is only 49" long, 23" wide and weighs less than 40 lbs. per h.p. complete with reverse gear, anti-racing governor and bilge pump. Can be fitted with starter and generator for lights, etc., if you want it.



Ask for

The details about our Diesel engines. There's a size to fit your boat or service—6 h. p. and up, for main propulsion or auxiliary operation.

When Your Livelihood Depends On An Engine—

Get an engine you can depend upon. Pick one that gives you ample power with low fuel cost, wide cruising radius with minimum fuel consumption and long service with little if any repairs. Bolinders meet all these requirements.

Office and Showroom

Bolinders Co., Inc., 33 Rector St., New York, N. Y.

BOLINDERS
DIESEL ENGINES

New Bedford

CAPT. Dan Mullins has installed two electrolysis eliminators in his boat *Julia* for the protection of the main engine.

He also has installed six electrolysis eliminators in his *Mary and Julia*, three for the protection of the main engine, two for the propeller, and one for the stern bearing.

The *Mary and Julia* is 98 ft. overall, 20½ ft. beam and 10½ ft. draft, and has ample and well ventilated accommodations for 14 men. She has a hold capacity of 125,000 pounds. Her engine is a 250 H.P. Fairbanks-Morse full Diesel, scavenging cylinder type, with oil pressure piston cooling and lubrication. Her Davenport Diesel auxiliary engine, Fairbanks-Morse electric generators and Willard batteries were furnished by the Hathaway Machinery Co., who also equipped her with propeller shaft, stern bearing, stuffing box, clutches and drives,

sea inlets, trawl winch, fish hoist, gallows frames, deck leads, and bollards. Capt. Mullins furnished the Grimsby nets and doors, also the fishing gear and marine supplies. The propeller is Hyde, and the compass Kelvin White.

"Vandal" Brings in Fish Hawks

On board the New Bedford fishing schooner *Vandal*, Capt. Mike Foley, when she arrived at the Fish Pier last month from Georges Banks, were two fish hawks, about as large as overgrown hens, which alighted on the vessel's foremast, some 200 miles offshore. The birds had evidently been driven seaward on the wings of a strong northwesterly gale. In their exhausted condition, they were unable to offer resistance and submitted to capture, becoming quite tame.

Captain Foley offered the pair of hawks to the Franklin Park Zoo, and Curator Dan Harkins sent a man to the pier to take them to their new home.



The "Mary and Julia" of New Bedford.

Wade, Farris and Wade, Inc. Enlarge Freezers

WITH completion of the enlargement of its freezers from 6 to 18 compartments; the installation of a new speed washer drawn by a $\frac{1}{2}$ ton electric hoist; the addition of larger galvanized pans and carriages which are packed with the seafood and the carriages lowered into the brine tank for freezing; and the construction of a special conveyor which carries the seafoods from the freezer through a sprayer direct into the glazing room, the Wade, Farris & Wade cold storage plant at Jacksonville, Florida, is today one of the most modern plants of its kind in the South.

The installation of this new equipment including new machinery has enabled the plant to speed up its production more than 300 percent and at the same time produce a better quality of frozen seafoods. Today this plant has a freezing capacity of 78,000 to 100,000 pounds of fish or shrimp every 24-hours.

The installation of new equipment begins with a compact transferable galvanized washer in which the shrimp and fish are washed on an average of four barrels every 15 minutes. This washing tank has a separate built-in ice compartment which keeps the water at a cold temperature for the washing process. Following the washing of the seafood it is transferred in this galvanized washer, which is drawn by a $\frac{1}{2}$ -ton hoist, to a hopper into which the product is emptied.

Next the seafood, shrimp or fish, is taken out from this hopper and weighed, and packed into galvanized pans. These pans are placed on a packing table near the hopper, and it is here that the men do the packing. The packing of the seafood was formerly done on the freezer platform, which was a much slower operation.

The pans loaded with the fish or shrimp are then placed into a steel carriage with six pans to the carriage—a two pan increase over the old equipment—and these carriages are then lowered by means of a one-ton electric hoist into the freezing tank, the brine being sprayed over the top and bottom of the pans through the means of a centrifugal brine pump, requiring approximately one hour for the freeze. The freezing time of each tank is so timed that a carriage is pulled from the tank every 8 to 10 minutes.

The pans are unloaded from the carriage at the last freezer where they are transferred, carriage and all, with a one-ton hoist. Here the pans are placed on a conveyor which carries the frozen seafood direct into the glazing room through a sprayer which loosens the frozen mass or block of seafood from the pans. In this room the fish or shrimp, now out of the pans, are transferred to a glazing hopper, and then dipped into a glazing tank which gives the frozen product a thin coating of ice, and better preserves the frozen seafood. The product is then wrapped in Paterson parchment paper, and packed in boxes or cartons and transferred to a holding freezer.

The machinery of this plant, which is used to operate the freezer, includes a Frick 9 x 9 Compressor running 300 and 360 r.p.m., driven by a 75 h.p. motor. Two Gould's pumps with 15 h.p. and 30 h.p. motors are used to circulate the brine.

A. E. Ewing is manager of the plant, and W. R. Rooks is chief engineer.



Above: The washer. Below: A six pan carriage.



The Surest Sign of SAFE LUBRICATION

Give your engine a square deal . . . insist on Essomarine Lubricants . . . real sea-faring oils and greases . . . tested and checked on deep water . . . proved by their performance records under all operating conditions.

When the engine races on the crests or slugs hard on the swells . . . Essomarine is prepared with full-bodied protection. When hull and rigging ice up in winter gales . . . Essomarine stands watch on moving parts . . . never stiffens! For, built into every Essomarine Lubricant are the exact qualities needed for thorough marine engine lubrication . . . ready, dependable and uniform.

This is the tough season on marine engines. Head for the Essomarine sign and be safe. Standardize on the products of the world's largest manufacturer of specialized lubricants . . . distributed by all the major oil companies listed below. Your engine deserves more than a bare fighting chance . . . hand it a big advantage . . . call for Essomarine!

Essomarine Oils are available in 1-gallon and 5-gallon containers, and in drums and half-drums. Essomarine Greases are supplied in 1-lb. and 5-lb. packages and 100-lb. drums. The U. G. Lubricant is also available in 1-lb. tubes and 25-lb. pails.



STANDARD OIL COMPANY OF NEW JERSEY . . . New York City
COLONIAL BEACON OIL COMPANY, INC. . . . Everett, Mass.
STANDARD OIL COMPANY OF PENNSYLVANIA . . . Philadelphia, Pa.
STANDARD OIL COMPANY OF LOUISIANA . . . New Orleans, La.
STANDARD OIL COMPANY, Incorporated in Kentucky . . . Louisville, Ky.
STANDARD OIL COMPANY (OHIO) . . . Cleveland, Ohio
HUMBLE OIL & REFINING COMPANY . . . Houston, Texas
IMPERIAL OIL, LIMITED . . . Toronto, Ontario, Canada

Essomarine

REG. U.S. PAT. OFF.
OILS & GREASES

PENOLA INC. 26 BROADWAY NEW YORK CITY



No. 45 SHIPMATE

The three new trawlers built for R. O'Brien & Co. Inc., Boston, by the Bethlehem Shipbuilding Corp., are equipped with No. 45 SHIPMATE Ranges as illustrated.

This size is one of many; there being a suitable model for every size and type of boat.

Illustrated catalog mailed gladly upon request.

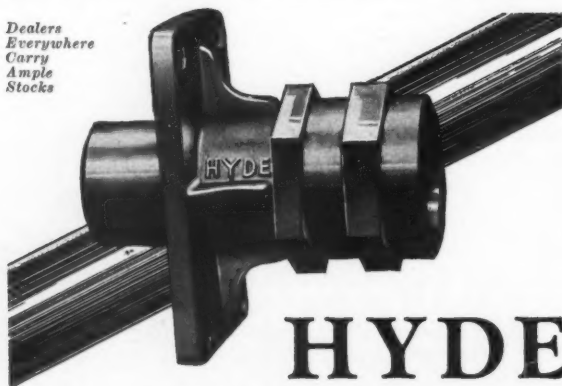
SHIPMATES are made only by

THE STAMFORD FOUNDRY COMPANY

Established 1830

Stamford, Conn.

Dealers
Everywhere
Carry
Ample
Stocks

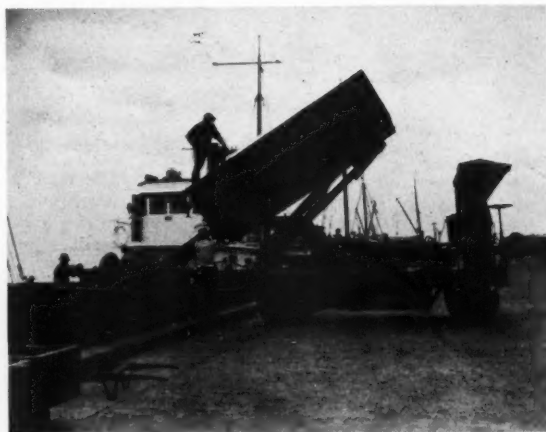


HYDE STUFFING BOXES *make shafts live longer*

BECAUSE of longer packing space you can get more packing in and thus eliminate "shaft cutting". The White Brass bearing will give much longer life than common babbitt. Yes, Hyde Stuffing Boxes are better because they last longer and reduce shaft wear.
HYDE WINDLASS CO., BATH, MAINE



Send for this booklet "Propeller Efficiency". It tells you about Hyde Propellers, Stuffing Boxes, Struts and other Hyde Products that always get home safely.



Commonwealth Ice & Cold Storage Co. icing the Boston trawler "Holy Cross".

Ice on the Boston Fish Pier

THE Commonwealth Ice & Cold Storage Company, located on the Boston Fish Pier, furnishes ice to the fishing boats and to the dealers whose establishments range along nearly the full 1,000-foot length of the pier.

A Gloucester type of fishing schooner will take an average of about fifteen tons of ice and some of the larger ones as much as twenty-five tons at one icing. A trawler averages about forty-five tons, the larger ones taking up to around seventy tons. This is usually sufficient ice to last about two weeks.

To care for the boats' demands, the Commonwealth Ice and Cold Storage Co. operates a fleet of five 5-ton electric dump trucks—three G. V. and two Walker. They carry cracked ice from the plant at the head of the pier direct to the boats alongside. As the pier is 1,000 feet long, their average haul may be said to be close to 500 feet. Their duty thus is typical of the kind of haulage in which electric storage battery trucks always afford the maximum economy. The G. V. trucks were placed in service in 1914, and thus are now in their twenty-first year of regular operation. One Walker truck was bought in 1919 and the other in 1930. They have been capably maintained and, in all respects, continue in first-class condition. The G. V. battery equipment, consisting of sixty Edison A12's per truck, was renewed in 1928 and 1929, the original batteries having thus given fourteen to fifteen years of service. The Edison battery in the oldest Walker was replaced in 1931, after twelve years of service. The original Edison battery is still working in the other Walker.

Dealers' establishments at the pier are supplied by an electric railway with U-shaped trackage on the roofs of the buildings. The mobile equipment consists of hopper cars drawn by storage battery locomotives, of which there are four, battery equipment consisting of forty Edison A6's per locomotive. Like the trucks, the locomotives, favored with good maintenance, have given the long life characteristic of electric transportation equipment. They are now using their second batteries, which were installed in 1925, the original batteries having given eleven years of service.

The plant of the Commonwealth Ice and Cold Storage Co. has a capacity of 450 tons of ice a day, which operates anywhere from about 30 per cent up to full. The transportation work, with an average haul of 500 feet, thus ranges between about fifteen and forty-five net ton-miles daily.

W. D. Dunbar is chief engineer of the Commonwealth Ice & Cold Storage Co. The above facts are taken from an article which appeared in Storage Battery Power for September, and which was prepared in collaboration with Mr. Dunbar by J. F. Coakley of the Edison Storage Battery Division of Thomas A. Edison, Inc.



An Essomarine group. Left to right: A. B. Boehm, Assistant Manager, Lubrication Sales Division, Standard Oil Co. of N. J.; J. W. Saybolt, Manager, Lubrication Sales Division, Standard Oil Co. of N. J.; C. M. Fauci, President, Fauci Oil Company of Boston; A. A. Lacazette, President, Penola, Inc.; W. F. Nee, Lubrication Salesman, Colonial Beacon Oil Company.

Regulations for RFC Loans

LOANS will be made by the Reconstruction Finance Corporation to the Fishing industry under the Direct-Loans-To-Industries Law, passed at the last session of Congress.

The delay in utilizing the new law for the benefit of the fishing industry was due to the failure of representatives of Government agencies to agree on the regulations.

The regulations provide briefly:

Loans must be fully and adequately secured. Maturity not to exceed five years from Feb. 1, 1935, payments to be agreed upon in each case.

Loans to be made primarily on fish and fish products. RFC will not consider loans to finance construction of new vessels nor for other purposes which will merely increase supply without promoting orderly marketing. RFC may in its discretion make loans, when not available elsewhere, for repairing and re-equipping of fishing vessels in actual operation at time of application.

Loans will not be made to pay debts of applicants, except that in discretion of RFC loans may be used in part to pay taxes.

Operations of borrower must be in accord with conservation policies of U. S. Bureau of Fisheries.

Eligible applicants are corporations, individuals, associations, partnerships, and cooperatives engaged in the production, storage, handling, packing, processing, carrying and for orderly marketing of fish, fisheries and products thereof. This includes "any animal habitually living in the water," including shellfish and lobster, but not including kelp, etc.

Satisfactory security includes first mortgages on real estate, plant equipment, vessels, chattels, current accounts, trade acceptance, warehouse receipts, but not usually parts of bond issues unless they have readily ascertainable market value, shares of stock of corporate applicants, franchises, good will or foreign securities.

Payment of bonuses, fees or commissions for obtaining loans from RFC is prohibited, except that payment of reasonable costs incurred shall be permissible. Applicant must agree that so long as any portion of the loan remains unpaid, he will not pay any salaries deemed unreasonable by the RFC. No dividends or distribution (except reasonable compensation for services), may be made during the life of loan without consent of RFC.

Detailed information and forms for applications may be obtained at district offices of RFC.

TESTED AND APPROVED GOLD MEDAL TOXINIZED

Patent No. 1,897,224 and 1,960,627 Date 2/14/33
Canadian Patent No. 341,891

COTTON TRAP NETTING

No Preservative Required
For Salt and Fresh Water Fishing

Complete line

GOLD MEDAL

Cotton Netting Twines Leads
Ropes, etc.

The Linen Thread Co., Inc.

BOSTON
575 Atlantic Ave.

NEW YORK
200 Hudson St., 33 Fulton St.

GLOUCESTER
105 Maplewood Ave.

SAN FRANCISCO
443 Mission St.

BALTIMORE
Lombard & Calvert Sts.

CHICAGO
154 W. Austin Ave.

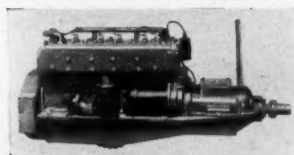
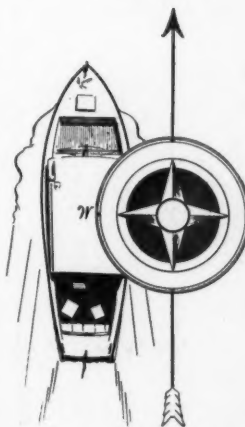
All of our Mills and Offices are operated under the conditions required by the National Recovery Act.

WE DO OUR PART

SAIL THE COMPASS COURSE

with a

PALMER



With a dependable power plant you are not afraid of rough water cutovers. With an economical engine there is not the need to follow coast line for gas supply. Palmer Engines are both dependable and economical. The newer engines in the line may be run at higher speeds but all are GUARANTEED to deliver the rated horsepower continuously. Send for descriptive literature.

Dealers in all Important Coastal Cities

PALMER BROS. ENGINES, INC.
14 WATER ST., COS COB, CONN.





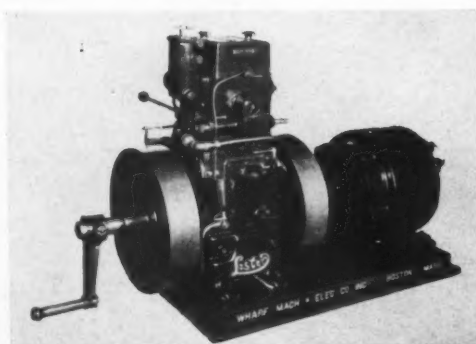
Gill netting with the Gloucester fleet.
The man with the gaff.

TANGLEFIN NETTING

"Catches More Fish"

**LINEN and COTTON GILL NETTING
SEINE, POUND and TRAP NETTING
NATIONAL NET & TWINE**
Div. of Ludlow Sales Corporation
80 FEDERAL ST.
BOSTON, MASS.

LISTER



Auxiliary generating set consisting of 7 h.p., 1000 r.p.m. Lister engine directly coupled to a 3 k.w., 32 volt Diehl generator.

LISTER DIESEL ENGINES dual compression

**Full Diesel 4-cycle, cold starting, marine
auxiliary and propulsion engines
from 3 to 104 h. p.**

Adequate service and skilled labor, and complete stock of parts always on hand.
Ask for complete specifications and demonstration.

WHARF MACHINE and ELECTRIC COMPANY, INC.
263 Northern Ave. At the Boston Fish Pier Boston, Mass.
Specialists in Diesel Engine and Marine Electrical Repairs



Lobster boat built by T. Barry Kingman of Pocasset, Mass. She is 34 ft. long, powered with a Palmer-Hercules engine, and equipped with Hyde propeller, Hathaway stern bearing and Exide battery.

Recent Atlas Sales

ATLAS Imperial Diesel engines have been sold recently to the following: Capt. Giovanni Giannotta, Brooklyn, N. Y., *Richard W. Sommers*, 45 H.P., 3-cylinder, $6\frac{1}{2}$ x $8\frac{1}{2}$; Capt. Joseph Gentile, Brooklyn, N. Y., *Lottie B.*, 40 H.P., 3-cylinder, $4\frac{3}{4}$ x $6\frac{1}{2}$; Capt. Stephan Onody, Brooklyn, N. Y., *Sea Pigeon II*, 4-cylinder, 80 H.P., 7 x $8\frac{1}{2}$; Capt. Carl Tobiasen, Atlantic City, N. J., *Serina II*, 90 H.P., 4-cylinder, $8\frac{1}{2}$ x 12; Capt. Severt Tollefsen, Brooklyn, N. Y., *Valencia*, 70 H.P., 4-cylinder, $7\frac{1}{2}$ x $10\frac{1}{2}$; and Capt. Joseph Macara, Providence, R. I., *Victory*, 60 H.P., 4-cylinder, $6\frac{1}{2}$ x $8\frac{1}{2}$.

Scripps V8

ANEW conversion marine engine known as the Scripps V8 is now being placed on the market by the Scripps Motor Company of Detroit, Michigan.

It is a 90 horsepower motor measuring $42\frac{1}{2}$ in. overall in direct drive. The Ford V8 motor is used as the basic power factor in this conversion.

In addition to the direct drive model, there is a model with reduction gear for those types of craft that require larger propellers.

Bludworth Scout Model

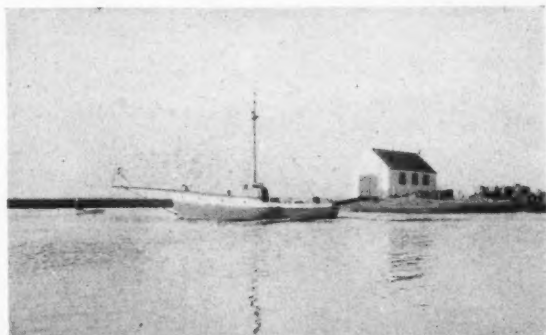
ANEW model direction finder is being offered by Bludworth, Inc., 79 Fifth Avenue, New York, at a very reasonable price.

The instrument is designed solely for radio beacon navigation. A 6-volt storage battery is the only power required.

It is designed for owner installation, and complete instructions for installation and operation are furnished with each instrument.



The general store and fish stand of H. Jackson & Co. of Wilson's Beach, N. B. The firm buys fish for export, sells gasoline, salt and other supplies, among them being Eveready batteries and Plymouth rope.



The "Barbara", owned by Capt. Charles Tilton of Cuttybunk, Mass., powered with one of the new 50 H.P. Red Wing fuel-oil engines. Capt. Tilton uses this boat for lobstering and swordfishing.

National Motor Boat Show Announced

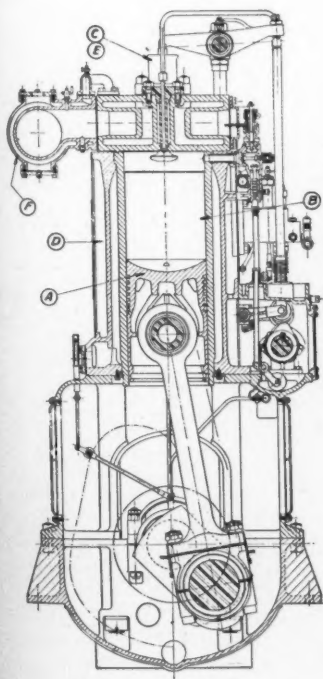
THE thirtieth annual National Motor Boat Show will be held at Grand Central Palace, New York City, opening on Friday evening, January 18th and closing Saturday evening, January 26th, 1935.

The main floor will be devoted to exhibits of cruisers, inboard runabouts, sailing craft and Diesel engines weighing over 7,500 pounds.

The mezzanine floor will carry exhibits of inboard and outboard engines, together with exhibits of outboard boats and other small types of craft.

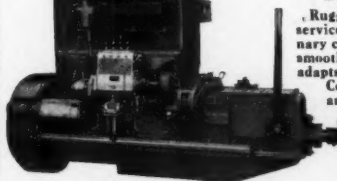
The third floor will have exhibits of marine hardware and other accessories.

Prospective exhibitors have already filed inquiries regarding additional space that they will require for the coming Show. Attendance figures have shown a gratifying increase at the last two Shows indicating a steady and substantial growth of interest in the products of builders and manufacturers.



The type of Nelsco Diesel engine installed on the three new trawlers recently launched at the Fore River plant of the Bethlehem Shipbuilding Corp. for R. O'Brien & Co. of Boston. A—Piston, B—Cylinder Liner, C—Inlet Valve, D—Intake Silencer, E—Exhaust Valve, F—Exhaust Header.

Enjoy big fuel savings and safety from fire with the
RED WING--HESSELMAN
"FUEL--OIL"
MARINE ENGINE



Rugged, durable and efficient service for Work Boats from ordinary commercial fuel oils. Their smoothness and cleanliness also adapts them for pleasure boats. Compact, reasonable weight and at a price that affords a real money saving investment. 6 sizes 30 to 180 h.p. Write for complete literature, stating size of boat. We also build 21 gasoline engine models 4 to 150 h. p., known throughout the World for their excellence of service.

70 h. p. oil engine model with bore of 6", stroke 6 1/2", a splendid work boat or cruiser type.

Red Wing Motor Co., Red Wing, Minn.
N. E. States Dist.: W. H. Moreton Corp., 1043 Commonwealth Ave., Boston

WRITE FOR NEW BULLETIN



**HAULING
CLUTCH**

For Trawling
Gear on the
Small Boat.

Small, Light, Compact! 3 sizes—

No. 1 up to 2,000 lbs., No. 2 up to 4,000 lbs., No. 3 up to 10,000 lbs. lift. Can be stopped or started under load.

KINNEY MFG. CO.
3541 Washington St.
BOSTON

Hathaway Machinery Co.

Original
Flax Packed
STERN BEARINGS

New Bedford, Mass.

USE THE BEST
"JERSEY CITY" COPPER PAINT
AND
TOPSIDE PAINTS

SINCE 1861
MADE BY
**PETTIT
PAINT
CO., INC.**
JERSEY CITY
N. J.



SEND FOR FREE COPY ATLANTIC COAST
TIDE TABLES; FIGURES FOR EVERY HARBOR

For
Ropeconomy
Use

**WATERFLEX
WHITLOCK
CORDAGE**

The
Utmost in
Rope Value

When You Ship FISH, LOBSTERS
or SCALLOPS to the Boston Market
FOR BEST RESULTS SHIP TO
R. S. HAMILTON COMPANY
On the Boston Market over 30 Years
17 Administration Building Fish Pier, Boston, Mass.

WADE, FARRIS and WADE, INC.
GENERAL COLD STORAGE
and
QUICK FREEZING
Newly Equipped, Modern, Up-To-Date Plant
Rates Furnished upon Request
1741 W. Beaver St. Jacksonville, Fla.



LOBSTERMEN

Gray makes special
Fishermen Motors
from 20 to 70 h. p.
Write for free cata-
logs and tell us about
your boat.

GRAY MARINE MOTOR COMPANY
672 Canton Avenue, Detroit, Michigan.

THE DANE RADIO COMPASS and DIRECTION FINDER

The Ritchie Fisherman Compass

E. S. RITCHIE & SONS
115 Cypress St., Brookline, Mass.

SHERMAN B. RUTH SHIP CHANDLER

Complete Line of Fishermen's Supplies Including
WALL ROPE PFLUEGER HOOKS
HENDERSON & JOHNSON PAINTS
UNION TWINE COMPANY'S TARRED LINES
Complete stock carried on hand at all times

28 Hancock St. Gloucester, Mass.

TRENHOLM THE "ENGINE MAN"

The Bridgeport—For Medium and Heavy Duty Fishing Work
MODEL A FORD CONVERSION, \$195
The Monmouth—Medium and Heavy Duty
Midshipman II—20 H.P. to 34 H.P.
Converted Marine Motors—30-45 h.p. \$195, 50-50 h.p. \$295,
50-85 h.p. \$395 12 Months' Factory Guarantee
For complete information on these marine engines write

J. L. TRENHOLM
240 Milk Street Boston, Mass.

The Fishing Gear Mart

Use this page to buy or sell any kind of Fishing Equipment.
Rates: \$4.00 minimum; \$1.00 per line. ATLANTIC FISHERMAN,
Inc., Goffstown, N. H.

BOATS COST LESS IN MAINE

We have them—all types, both power and auxiliary. Also
reconditioned marine engines. Write us as to your require-
ments. Knox Marine Exchange, Camden, Maine.

FOR SALE

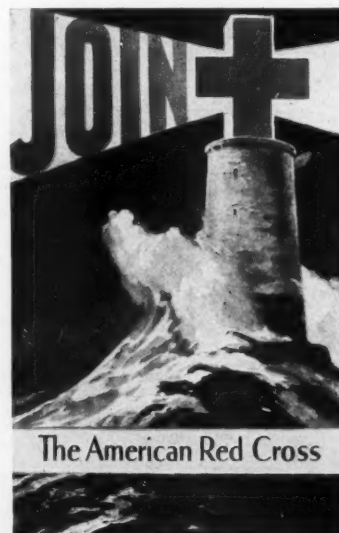
Boat *Bonita*, 45 ft. long, 13 ft. beam, with 75 h.p. Palmer,
built 1928. Also 100 h.p. 1930 Lathrop. James Fiore, 24 T
Wharf, Boston, Mass.

FOR SALE

Two suits of sails from the 135 foot schooner yacht *Hilder-
garde*. One suit used only three weeks. I will sell any part
of them. The price is right. Frank F. Upson, 111 Hallock
Ave., New Haven, Conn.

FOR SALE

A number of marine engines from 5 to 250 h.p. Also sev-
eral boats with engines in them. Write for list or tell us
what you want. Hyland Machine Co., Rockland, Me.



The American Red Cross

